RESOLUTION RE. RECOMMENDATIONS OF RAILWAYS CONVENTION COMMITTEE—contd.

SHRI SUNIL BASU RAY (West Bengal): Mr. Vice-Chairman, Sir, I rise to speak on the Railway Convention Committee's decision and the Railway Budget. Now, it is very difficulty to speak on this Budget because it is a derailed Budget. It is a Budget of derailment as you have stated in the Performance Report facing at page 2. We find that derailment is a permanent feature and it is growing steadily. It is most prominent in Southern Railways followed by South Eastern Railways and South Central Railways. The figures indicating interruptions in through communication in terms of hours, is also horrifying. They are 5246 hours in 1989-90, 6156 hours in 1990-91 and 5291 hours in 1991-92. Now, this is not the whole episode. There are also multiple train accident, involving passengers and goods trains. The accident involving the *Rajdhani Express* which collided with a derailed goods train near Kanpur, is a most glaring example in which a large number of passengers have died. It was just on the eve of the present Session. The explanation given is not serious because similar type of accidents are also going on and they are continuing. The staff of the Railways are killed in these accidents. In 1989-90, their number was 23; in 1900-91, their number was 255 and in 1991-92, their number was 20. Similarly, the number of seriously injured persons was 117, 107 and 112 respectively for these three years. Now, nothing is said in the Railway Budget about their safety and what the authorities are doing about them. Now, here is a very informative reply given by the Railway Minister today in this House, in reply to Starred Question No. 477, that trains are being run without guards. They have refuted certain allegations but they have accepted it. In this reply, you will find and I am not quoting it. They have accepted that there were cases when trains run without guards.

SHRI MENTAY PADMANABHAM: Even without drivers.

SHRI SUNIL BASU RAY: Yes, at least one incident had happened. We know that. If this is the behaviour of the Railway Ministry that they allow running of trains without guards, then one can understand what the future of the country is. Ticket collectors also complain and we see for ourselves that in trains there is a shortage of ticket examiners and attendants. Ticket examiners and attendants are posted for a number of compartments to the detriment of the service they want to render to the passengers and of the service that the passengers want from them. There must be certain correlation between the running of passenger trains and goods trains. I feel that the accidents occur because these are not studied in depth. The study reports which are presented before us are superficial and highly technical. There is no correlation between the running of goods trains and passenger trains. They should not run at the same speed. Unless this is done there will be accidents and nobody can prevent them. If you want to prevent accidents the correlation between the running of goods trains and passenger trains should be studied and considered in such a manner that accidents may not occur and we can travel safely and our goods loaded in the goods trains will reach their destinations safely.

Another point that has been raised by the Railway Ministry is conversion to unigauge system. They want to make the railway system unigauge. They want to convert all lines to broad-gauge. Majority of the railway system is in broad-gauge, that is, 56 per cent as the figures show. The metre-guage and the narrow-gauge sections constitute 37% in terms of route kilometre. But they do not carry more passengers or they

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do not carry goods proportionate to the route kilometre percentage. So, emphasis should be given to open-up of more areas which are not yet covered by the railway system and, at the same time, we should convert the non-broad-gauge sections to broad-gauge sections. One thing that should have been placed before us, but has not been placed, is what the requirement of rolling-stock is after the conversion. All the rolling-stock that is being used at present will not be relevant after the conversion. There is no mention in the papers, books and Budget proposals about the attention that is being given to produce the required rolling-stock. The rolling-stock, that is, engines, railway lines, etc., which we are producing now, is not sufficient to meet the present requirements. So, what about the future? The allocation of money should also be reconsidered. The whole programme will cost Rs. 4,000 crores according to the present valuation. In future, it will increase and the cost will be more. So, the entire thing should be reconsidered and the railway system should encompass the entire country and the needs of the people. As you know, Eastern India is as usual neglected. The provisions made for Eastern India are negligible. Eastern India, Southern India, Kerala, all these areas are neglected. There is no new investment. How can we develop our economy? Railway system plays a vital role for the development of the country. Without developing the railway system we cannot develop our economy. So, the railway system should be so planned that it is helpful for the development of our economy. In this respect the question of finance comes and also the question of Railway convention Committee comes. The Railways had decided to issue bonds to collect money from the market. They had a desire to collect Rs. 1200 crores in 1992-93 against which they have collected only Rs. 10.75 crores. So, the situation is very deplorable.

Now I come to the question of lease. It is also a burden on the railway finance and it should be reconsidersd. In this respect we should not forget that our workers are not getting a fair treatment from the Railway Board or the Railway Ministry. The workers who have been dismissed for trade-union activities have not yet been taken back, in spite of the assurances given by the Railway Minister on the floor of the House, in spite of repeated representations given to them, in spite of Court verdicts, in spite of the tribunal award. So, I feel that the Minister should immediately declare on the floor of the House that they are going to reinstate them very soon.

Now increased workload is also affecting the service of the Railways. The Government should consider how to reduce the workload.

In the Railways there are certain other types of people like hawkers and caters. They should be given a fair treatment. Pensioners are also not given a fair treatment. Every year they make representations to the Government. Their represntations should be given a fair consideration. In the informal Consultative Committee meetings several proposal were made. I hope the Ministry will look into those proposals and implement them. Now the Railway Budget is imposing taxes every year. They have raised fares and freight rates. As a result of that, the people will suffer. Now students have decided to protest against this on 1st April. Their demand is that ths Railway Budget should be withdrawn and should be recast, considering the interest of the people, considering the interest of the national economy. I also join with them. I request the Railway Minister to take note of it. With these words, I conclude.

चौधरी हरि सिंह (उत्तर प्रदेश) : मान्यवर, रेलवे मंत्री जी अपने विभाग के बजट का उत्तर देने वाले हैं । मैं कोई लम्बी तकरीर या तफसील में,डिटेल में अपना भाषण नहीं करना चाहता हूं । कुछ चन्द सवालात हैं जो इम्पारटेंट हैं, ये मेरी दृष्टि में रह गए हैं । उनकी तरफ मैं माननीय रेल मंत्री जी का ध्यान आकर्षित करना चाहता हूं । जो मेरे अनुभव में आया है, रेलवे के खिलाड़ियों ने खेलों में विशेषता हासिल की है । रेलवे के खिलाड़ियों ने इनाम भी जीते हैं और हिन्दुस्तान की शान बढ़ाई है और आगे भी बढ़ायेंगे । लेकिन मुझे खेद के साथ कहना पड़ता है कि शेड्यूल्ड कास्ट और शैड्यूल्ड ट्राइब्स के खिलाड़ियों को मुख्तलिफ आइटम्स में टेस्ट देने के लिए महज इसलिए रिजैक्ट किया जाता है कि वे लोग शैडयूल्ड कास्ट के हैं । मैंने एक आदमी के लिए एक नवजवान के लिए, दर्जनों चिटिठयां लिखी और व्यक्तिगत रूप से मंत्री जी से मिला और राज्य मंत्री जी से भी मिला और कैबिनेट के जो मंत्री हैं उनसे भी मिला और उसके सारे मैडलों की बात बताई कि साउथ एशियन खेलों में वह फर्स्ट आया था । पिछली बार गोला फेंकने का जो नेशनल कम्पीटिशन हुआ था उसमें वह सारे देश में फर्स्ट आया था, मैंने उसके बारे में पत्र लिखा कि इसकी रेलवे में नौकरी दी जाय तो वह अच्छा रिकार्ड पैदा कर सकता है । लेकिन माननीय रेल मंत्री जी ने लिखा कि उसकी उम्र ज्यादा हो गई है । जिन लोगों को आप कोचिंग देते हैं, ट्रेनिंग देते हैं, खाने पीने का एलाउंस देते हैं, लेकिन मैं कहना चाहता हूं कि कोचिंग और ट्रेनिंग देने के बावजूद भी वे दस साल तक उस स्तर तक नहीं आ सकते हैं । उसने सारे हिन्दुस्तान में फर्स्ट प्राइज जीता है । एशिया में फिर खेल होंगे तो वह फिर फर्स्ट आएगा । इसलिए मैं कहना चाहता हूं कि सैंडयूल्ड कास्ट के लोगों के साथ रेल विभाग में इस तरह का अत्याचार किया जाता है । उनको नैगलेक्ट किया जाता है, टेलैन्टड लोगों को भर्ती नहीं किया जाता है । यह बहुत बड़ा अन्याय है । इसके तरफ ध्यान दिया जाना चाहिए । उस नवजवान के बारे में मैंने व्यक्तिगत पत्र लिखे हैं ।

पिछले दिनों रेल मंत्री जी ने बम्बई के चारे स्टेशनों, बांद्रा, दादर और वर्ली स्टेशनों पर फल बेचने, जूस बेचने और बिस्कुट बेचने के लिए स्टाल एलाट किए । इनमें से किसी शैडयूल्ड कास्ट बेरोजगार नवजवान को या किसी फ्रीडम फाइटर की फैमीली को स्टाल नहीं दिया गया है । जो उनका कोटा है उसके मुताबिक नहीं दिया गया है । बार बार चिट्ठी लिखने के बावजूद मीटिंगों में प्रस्ताव रखने के बावजूद ये स्टाल इन लोगों को नहीं दिए गए हैं । बड़े बड़े स्टेशनों पर, जंक्शन पर, जो उनके करीबी लोग हैं उनको स्टाल दिए गए हैं और ऐसे लोगों को दिए गए हैं जो उसके हकदार भी नहीं हैं । ये स्टाल किस तरह से दिये गये हैं इसकी इंक्वायरी होनी चाहिये । दो-चार जो बड़े बड़े ठेकेदार हैं उन्हीं लोगों के आस-पास के जो लोग हैं उनको फल बेचने, जूस बेचने, चाय-पकौड़ी और मिठाई बेचने के स्टाल दिये गए हैं । फेरी बेचने वालों के खानदान के लोगों को यह स्टाल दिए गए हैं । यह बहुत बड़ा अन्याय है । इनका डिस्ट्रीब्यूशन ठीक नहीं होता है । शेडयूल्ड कास्ट के लोगों को तो ये दिए ही नहीं जाते हैं । मैं चाहता हूं कि इनकी इंक्वायरी होनी चाहिए ।

इसके बाद मैं कहना चाहता हूं कि जैसा हमारे श्री राम नरेश यादव जी ने कहा कि पूर्व में अगर रेलें बढ़ाई जायेंगी तो वहां एक लहर आ आ जाएगी । हम भी पूर्व पर निर्भर करते हैं । लेकिन हमारे यहां चिराग तले अंधेरा है । दिल्ली के आस-पास के लोग रोज दिल्ली आते हैं । पिछले दसियों सालों से लोक सभा में भी और राज्य सभा में भी तथा मीटिंगों में हम कहते आ रहे हैं कि कोई त्योहार आता है या ईद आती है, दशहरा आता है, होली आती है तो बसों में भीड़ लग जाती है । दुनिया में जितनी भी कैपिटल्स हैं उनमें आस-पास से आने वाले लोगों के लिए रेलें होती हैं । लेकिन बुलन्दशहर के लिए एक सीधी ट्रेन की मांग हम करते आ रहे हैं कि दिल्ली से एक सीधी रेल बुलन्दशहर के लिए हो । यह सिर्फ 15 किलोमीटर का मामला है । इतने क्षेत्र में रेल बिछाकर बुलन्द

[चौधरी हरिसिंह]

शहर को दिल्ली से मिलाया जा सकता है । लेकिन इस तरफ कोई ध्यान नहीं दिया जाता है । इसके अलावा बुलन्दशहर का प्लेटफार्म बहुत पुराना प्लेटफार्म है । वहां पर कोई वेटिंग रूम नहीं है, छत ढकी हुई नहीं है । पानी में लोग भीगते रहते हैं । कोई निर्माण और विकास का कार्य रेलवे ने वहां पर नहीं किया है। इसलिए मैं कहना चाहता हूं कि इस तरफ भी आप ध्यान दें ।

मालूम पड़ता है कि रेलवे विभाग, उत्तर भारत को बिल्कुल भूल ही गया है। रेल मिनिस्ट्री के नक्शे में उत्तर भारत बिल्कुल नहीं है । उत्तर भारत को कोई नई रेल लाइन नहीं मिली । दिल्ली के आस-पास कोई रेल लाइन बनाने का कार्यक्रम नहीं है । इस तरह की बेइन्साफी की जा रही है । इसमें अपने पराए की बात नहीं होनी चाहिए । इन अल्फाज के साथ कि यह जो व्यवहार उत्तर भारत के साथ किया जा रहा है, यह नहीं होना चाहिए, मैं रेलवे बजट का समर्थन करता हूं ।

DR. YELAMANCHILI SIVAJI (Andhra Pradesh): Thank you very much, Mr. Vice-Chairman, Sir, for giving me this opportunity and I hope the Railway Minister in the course of his reply will come out to clear the shadows on the locomotive deal. Every day mention is made in both the Houses in regard to the railway sleepers deal in Andhra Pradesh. I hope he will not sleep over the sleepers affair. Sometime during the year 1989 when Mr. Vengal Rao was the Minister for Industries and Mr. Madhavrao Scindia was the Minister for Railways, both of them on a rainy day descended on Chintakani of Khammam district to lay the foundation stone for the proposed sleeper unit at Chintakani in Khammam district. But for reasons best known to the Railway Ministry, they changed it to Nallapadu I hope he will not sleep over this issue.

Another aspect that I would like to ask is, for whatever reasons, railway accidents are going up in the South Central Railway and this contributes at least to half of the total accidents in the entire country. The General Manager of the SCR or the concerned Divisional Managers may be held responsible and responsibility for these accidents may be fixed.

Sir, for some time, the present General Manager has worked with one of the Ministers here as Special Assistant and in view of his proximity to the power-centre in Delhi, he is not caring the safety or the development of the railways in this region. There are several officers like the Co-ordinating Engineer, one of the Chief Engineers in the gauge conversion, who are indulging in so many shady deals in awarding contracts. It is mentioned several times that they are claiming to be close to Ministers and are getting things done and I hope the Minister will clear all these things and I hope that the Ministers will not indulge in such activities and that they will discontinue their connections with all these shady characters in the South Central Railway. I urge upon the Minister to see that an efficient and effective General Manager is appointed at secunderabad so that the South Central Railway, which was, for the last 25 years, knows for its better management and functioning, is restored once again and it may not be known in history as a place prone to accidents.

Sir, I mentioned several times that between Vijayawada and Secunderabad, there are two lines and there are two routes. One is *via* Kazipet and another is *via* Nadikudi-Bibi Nagar. Though Nadikudi-Bibi Nagar line is 100 kilometres shorter than the Kazipet line, I do not know the reasons why the South Central Railway authorities are insisting on running more trains *via* Kazipet. The line *via* Nadikudi

Bibi Nagar is not fully exploited. The railways intended to run the trains *via* Nadikudi-Bibi Nagar line because it is nearer to Secunderabad. So, I would suggest to the Government to see that some trains running between Vijayawada and Secunderabad *via* Kazipet may be diverted *via* Nadikudi-Bibi Nagar for the advantage of the travelling public.

6.00 P.M.

श्री दिनेश भाई त्रिवेदी (गुजरात) : उपसभाध्यक्ष जी, मैं अपनी बात बहुत ही संक्षेप में रखूंगा और शुरुआत करने से पहले मुझे वह बात याद आती है। सही महोदय, मैं आपकी खिदमत चाहूंगा। मुझे पहले जमाने की बात याद आती है जब राजा-रजवाड़े हुआ करते थे हिन्दुस्तान में और हिन्दुस्तान के बाहर भी हुआ करते थे। जो छोटी-छोटी रियासतें थी वह बड़ी रियासतों के पास जाती थीं माई बाप, हुजूर, महाराजाधिराज जो कहते थे वह झुक-झुक कर कहते थे, आपकी दया हो हमारे ऊपर। तो राजा-महाराजा कोड़े मारते थे। निकल जाओ, अभी कुछ नहीं है, अभी समय नहीं है हमारे पास। हिन्दुस्तान में प्रिवीपर्स तो बंद हो गये, राजा-रजवाड़े भी चले गये मगर अफसोस के साथ कहना पड़ता है बड़े दुख के साथ कहना पड़ता है कि राजा-रजवाड़ों के तेवर अभी भी दिल्ली से नहीं गये। यह मैं दुख के साथ कह रहा हूं। आज जो मैं बात रख रहा हूं वह गुजरात के लोगों के भावनाओं को आपके सामने रख रहा हूं खास कर के कच्छ के लोगों की। जो मैं कहने जा रहा हूं, वह कोई नयी बात नहीं है। हमने ऐसी कोई जगह नहीं छोड़ी सिर्फ हमने ही नहीं, इसमें कोई पार्टी का मुद्दा नहीं है, चाहे कोई भी पार्टी हो, सब ने एक ही स्वर से जो बात कही है, वह कनवर्शन की बात है। गांधी धाम और भुज के बीच की बात दूरी शायद 55 किलोमीटर से भी कम है। इतने सालों से यह बात हम लोग कहते चले आ रहे हैं कि आखिर वजह क्या है। आज हमें दुख इस बात का नहीं है कि आप हमारी डिमांड की सुनवाई नहीं कर रहे हैं। शरीफ साहब भी आ गये हैं। मैं अपने आपको बड़ा खुशनसीब समझ रहा हूं। उनकी मुस्कान से मुझ को ऐसा लग रहा है कि वह जानते हैं कि मैं क्या कहना चाहता हूं। शरीफ साहब की भी मैं खिदमत चाहूंगा। मैं यह कह रहा था कि एक छोटा सा हिस्सा गांधी धाम और भुज के बीच में है। लोग बड़े दुखी हैं। दुखी इसलिए नहीं हैं कि आप बात कर नहीं सकते, दुखी इसलिए हैं कि उनके मन में यह भावना है, यह वेदना है कि आपने उनकी तरफ देखा तक नहीं, उनका मसला क्या है वह समझने की कोशिश नहीं की। आप यदि समझने की कोशिश करते और उसके बाद बताते कि भाई हमारे पास यह प्राब्लम है, इस कारण की वजह से हम लाचार हैं तो भी बात समझ में आ सकती थी। मैं यह कहना चाहूंगा कि जब भी यहां मांग आती है, हिन्दुस्तान एक बड़ा मुल्क है, हमारे रिसोर्सेज सीमित हैं, इस बात से हम सहमत हैं मगर यह हम बताइये यदि हम लोन ले सकते हैं, वर्ल्ड बैंक के पास जा सकते हैं और ये लोग कोई भुगते नहीं दे रहे हैं, हम से ब्याज ले रहे हैं, मुझे एक बात समझ में नहीं आ रही है।

Sir, I really crave your indulgence. This is a very serious issue. If you want, after this I will never raise this issue. But let me have some reply—let it be negative—from the Minister. Let him give some reply. So far we have got only one reply and that is that they are not having the resources. We are totally with them, Sir. But what I would like to say here is that we are not outcastes. I am glad that the caste system is also going away and we are not *achuhuts* now. The problem is that you go to the World Bank and the IMF. Why not you take money from us? We are willing and we have come forward and this is not something that I am telling you for the first time. This is a very old thing. The typical reply that we get is, "We are looking into the matter.". Through you, Sir, may I remind the Minister of one thing? Even the Prime Minister has gone to that area and declared, "Yes. We are going to do this.". I do not know what the delay is. I would appreciate if there is some kind of light, some kind of hope. I tell you, we all live on hope. But there is no hope coming through you.

In conclusion, I would like to plead with the Honourable Minister to give us some kind of an assurance like "Yes. The people are ready to pay the money. We will certainly do it. This is the way we are going to do it." Sir, there is another line which is from Godhra to Lonawal, and that also we request you to be converted into broad gauge. And it should be extended up to Mt. Abu which is a tourist spot. But, Sir, I sincerely hope, and I am somehow quite confident also—I do not know why—that राजा रजवाड़े की जो हवा है वह क्या आज शायद हमारे मंत्री महोदय को हो जाए कच्छ के विषय में के ऊपर और अपने जवाब में कुछ रोशनी डालें इसी आस्था के साथ, इसी आशा के साथ मैं आपका बहुत-बहुत धन्यवाद करता हूं।

THE VICE-CHAIRMAN (SHRI MD. SALIM): Now, Mr. Minister to reply.

SHRI JAGDISH PRASAD MATHUR (Uttar Pradesh): Sir, I would like to make one point only. I want two minutes. लेकिन प्वाइंट कामतलब इतना भी नहीं है कि एक्सप्लेन नहीं कर सकूं।

SRHI S. JAIPAL REDDY (Andhra Pradesh): One point does not mean one minute. One point can be made in one hour.

श्री जगदीश प्रसाद माथुर : अभी हम लोग कन्वेंशन कमेटी की रिपोर्ट देख रहे हैं। मेरे हाथ में एक दूसरी रिपोर्ट है। इसके कंक्लूजन में रिमार्कस दिये गये हैं कुछ, वह मैं पढ़कर सुनाता हूं और उसमें चाहूंगा कि क्या कुछ इसमें कहा गया है या क्या नहीं कहा गया है।... (व्यवधान)

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Sir, I take just one minute. Sir, I want the Members of this House to be considerate to us. I think, the Members are aware that we sat the whole night. We adjourned only this morning. Those who had slept last night should have consideration for the people who have not had this.

SHRI JAGDISH PRASAD MATHUR: We will permit you to sleep here, Sir, if you want.

SHRI MENTAY PADMANABHAM: The Ministers are expected to work without any sleep.

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS WITH ADDITIONAL CHARGE OF THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI MARGARET ALVA): Sir, Members like him make sure that we have sleepless nights.

SHRI S. JAIPAL REDDY: We know, Sir, our Ministers work by night and sleep by day. Therefore, we do not have any worry on that account.

[The Deputy Chairman in the Chair]

श्री जगदीश प्रसाद माथुर : आपकी दूसरी रिपोर्ट में कहा गया है, एक प्रकार से सरकार को चेतावनी दी गयी है।

"The Committee are of firm view that this calls for serious thinking on the part of the Government as to the reasonability and effectiveness of existing allocation as well as transaction of business within the Government, and the grant of autonomy for Railways in such matters outside the purview of PIB."

इसी संदर्भ में यह भी कहा गया है :

"In this context, the Committee strongly deprecates the view ex-

pressed by Financial Commissioner, Railways, of his own serious doubt about the overall viability of the project notwithstanding, he did not think it to be a matter important enough to be brought to the notice of the Finance Minister..."

येरिमार्क्स है रेलवे मंत्रालय, प्लानिंग कमीशन और फाइनेंस मिनिस्ट्री के काम के बारे में। इसका संदर्भ है जो आपने ए०बी० बी० से इंजन खरीदे थे। तो यह इंडिक्टमेंट है। मैं पूछना चाहता हूं कि अगली रिपोर्ट के अंदर इसका कोई उल्लेख नहीं है। तो ये तीनों जो आप के यूनिट्स हैं यानी फाइनेंस मिनिस्ट्री, प्लानिंगकमीशन और रेलवे इनमें तालमेल की बात की गयी है। तो मुझे मंत्री महोदय कहें इस तावनी के विषय में मंत्रालय ने क्या किया है और आगे क्या करने वाले हैं।

THE DEPUTY CHAIRMAN: Yes. Mr. Jaipal Reddy.

SHRI S. JAIPAL REDDY: Thank you, Madam, I am aware of the fact that the House today is discussing the Railway Convention Committee report presented to us on 25th February. But I would like to draw the attention of the Minister to a report submitted by the same Railway Convention Committee on 25-11-1992. And that Committee report referred to the proposal of purchase of electric locomotives from M/s. ABB, Switzerland, by the Indian Railways. I know Mr. Jaffer Sharief is reacting with his unknowing and bright smile.

SHRI MENTAY PADMANABHAM: He is trying to laugh it away.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I am going to respond to it. Why are you worried?

श्री जनेश्वर मोचर : साहब, आपकी दाढ़ी से मुझे पता नहीं लगता कि आप हंस रहे हैं कि नहीं हंस रहे हैं।

श्री सी० के० जाफरशरीफ : मैं बिलकुल हंस रहा हूं, रोने की जरूरत नहीं है मुझे।

THE DEPUTY CHAIRMAN: Let us see who has the last laugh.

SHRI S. JAIPAL REDDY: I don't have to remind the Minister that it was I who raised this issue quite sometime back...

SHRI VISHVJIT P. SINGH: And it was I who gave you the answer sometime back from your papers themselves.

SHRI S. JAIPAL REDDY: Well, I don't want to join issue with Mr. Vishvjit Singh today because he is in Vishwaroop today, and I don't even dare to take him on today.

Madam, after we discussed the issue in the House, this matter was thoroughly going into by the Railway Convention Committee which came out with a powerful well-researched recommendation that the existing 25 locomotives based on SNCF technology as upgraded to 5000 H.P. mark by CLW and locomotives of similar horse power based on Thyristor technology being developed by BHEL may be expeditiously productionised to meet the short-term and medium-term requirement of the Railways. And the last operative portion of the recommendation of this Committee was: 'The payment of commitment charges totalling four million dollars should not be an inhibitive factor in taking a correct decision in the matter.' It was signed by Mr. Bala Reddy, Chairman. Madam, this Government has been guilty of studied silence on this question after this report was submitted by the Railway Convention Committee. I wish the Minister would avail of this occasion to throw light on the subject. The idea of my brief intervention is ot to provoke him into doing something. I am not trying to level any allegations. I am providing an occasion to him to run away from allegations.

SHRI C. K. JAFFER SHARIEF: You cannot do anything more than that. It is a dead and gone issue. If you want to repeat it, you can...

SHRI MENTAY PADMANABHAM: What is dead and what is gone?

SHRI S. JAIPAL REDDY: I am not going into anything...

SHRI C. K. JAFFER SHARIEF: Why do you say that? You don't attribute anything! For all that has been done, standards have been gone through. There is nothing. Even if you want to attribute, I am prepared to answer.

SHRI S. JAIPAL REDDY: I am not attributing anything. Why do you want to invite attribution? If you want to ignore, we will of course be inviting retribution.

SHRI V. NARAYANASAMY: You have attributed sufficiently.

SHRI S. JAIPAL REDDY: Therefore, I would request the Minister to clarify the stand of the Government. No Government of the day can afford to sit silent for such a long period on such a vital issue.

SHRI H. HANUMANTHAPPA (Karnataka): The report of the Railway Convention Committee is under discussion. I request the hon. Minister to kindly refer to the terms of reference of the Railway Convention Committee. What is this jurisdiction? What are the powers of the Railway Convention Committee? I think there are conventions even for conducting the meetings of the Railway Convention Committee. There are terms of reference given by this, Parliament to the Railway Convention Committee. Has the Railway Convention Committee confined itself to the parameters of the terms of reference? This is number one. Secondly, if it has not confined itself to the parameters, what is the effect of such discussions while implementing those recommendations? I want to have the clarification from the hon. Minister. This point also the hon. Minister may clarify.

SHRI S. JAIPAL REDDY: Madam, I would seek an additional clarification.

THE DEPUTY CHAIRMAN: Again?

SHRI S. JAIPAL REDDY: In case the Railway Convention Committee's report submitted last year, i.e. on 25-11-1992, was considered to be beyond the purview of the Railway Convention Committee, why did not the Government object to it at that time?

SHRI H. HANUMANTHAPPA: I did not say that. Why do you take my point like that? I did not talk about that. I only talked about the terms of reference and whether it is within the parameters...

SHRI S. JAIPAL REDDY: Mr. Hanumanthappa, I am not addressing my question to you. I am addressing this question to the Minister, to the Government. (*Interruptions*) The Railway Convention Committee went into the question in detail. At that time, if this matter was beyond the purview of the Railway Convention Committee, this matter should have been represented to the Committee at that time.

SHRI H. HANUMANTHAPPA: Let us know.

THE DEPUTY CHAIRMAN: You have raised the matter. The Minister will reply.

उपसभापति : यस, आपको क्या पूछना है ?

श्री मोहम्मद सलीम (पश्चिमी बंगाल) : इस बारे में नहीं है । आज पार्लियामेंट सेशन का हमारा आखिरी दिन है और कल सब लोग वापस जायेंगे । मैं आपके माध्यम से हमारे मान्यवर सदस्यगण से यह कहना चाहता हूं कि कल पूरे देश में रेल बजट में जो बढ़ोत्तरी

हुई किराए में और माल परिवहन के भाड़े में इस के खिलाफ छात्र युवागण पूरे देश में रेल रोको कर रहे हैं। इसलिए आपके माध्यम से सिर्फ सदस्यों को ही नहीं बल्कि पूरी जनता से भी यह अपील है कि रेल मंत्री जी ने जो किराए में बढ़ोत्तरी की है उसके विरोध में छात्र युवा प्रदर्शन करेंगे, रेल रोकेंगे। इससे कष्ट हो सकता है। इसलिए न जाएं एक रोज हवाई जहाज में जाएं या फिर एक रोज बाद जाएं। अब या तो मंत्री जी बढ़े हुए किराए को वापस ले लें ताकि रेल ट्रैक पर नौजवानों को बैठना न पड़े।

شری محمد سلیم "پشچمی بنگال": اس بارے میں نہیں ہے۔ آج پارلیمنٹ سیشن کا ہمارا آخری دن ہے اور کل سب لوگ واپس جائیں گے۔ میں آپکے مادھیم سے ہمارے مانیہ ورِ سدسیہ گن سے یہ کہنا چاہتا ہوں کہ کل پورے دیش میں ریل بجٹ میں جو بڑھوتری ہوئی کرائے میں اور مال پریوھن کے بھاڑے میں اس کے خلاف چھاتر یوا گن پورے دیش میں ریل روکو کر رہے ہیں اس لیے آپ کے مادھیم سے صرف سدسیوں کو ہی نہیں بلکہ پوری جنتا سے بھی یہ اپیل ہے کہ ریل منتری نے جو کرائے میں بڑھوتری کی ہے اس کے وِرودھ میں چھاتر یوا پردرشن کریں گے ریل روکیں گے۔ اس سے کشٹ ہو سکتا ہے اس لیے نہ جائیں ایک روز ہوائی جہاز میں جائیں یا پھر ایک روز بعد جائیں۔ اب یا تو منتری جی بڑھے ہوئے کرائے واپس لے لیں تاکہ ریل ٹریک پر نوجوانوں کو بیٹھنا نہ پڑے۔

THE DEPUTY CHAIRMAN: Everybody has finished? The hon. Minister please.

SHRI K. C. LENKA: Madam Deputy Chairman, I and my senior colleague, Jaffer Shariefji, are exteremely grateful to the hon. Members who have participated in the debate...

SHRI SUNDER SINGH BHANDARI: Madam, is he replying to the debate on the Resolution or to the general debate on the Railway Budget?

THE DEPUTY CHAIRMAN: The debate on the Railway Budget will be replied to by the senior Minister. (*Interruptions*) Mr. Lenka, just a minute please. Let me clarify it. Mr. Lenka is replying to the Resolution which he had moved. First, let us clear that. Then, the senior Minister will reply to the Appropriation Bill. Mr. Jaffer Sharief, I think you will reply to the Budget discussion which we had some days ago and he is replying to the debate on the Resolution.

SHRI C. K. JAFFER SHARIEF: Madam, my esteemed colleague, the Minister of State for Railways, is a Member of this House and he is also being a Minister...

SHRI S. JAIPAL REDDY: There is no objection.

SHRI SUNDER SINGH BHANDARI: We only want clarification.

SHRI C. K. JAFFER SHARIEF: I thought he would reply, he being also a Member of this House.

SHRI JAGDISH PRASAD MATHUR: Is he replying to the debate on the Resolution or replying to the debate on the Railway Budget? That is the issue.

THE DEPUTY CHAIRMAN: Is he replying to the Resolution?

SHRI C. K. JAFFER SHARIFF: He will reply to the debate on the Budget as well as the discussion on the Resolution.

THE DEPUTY CHAIRMAN: Both? He will reply to the discussion on the Budget which we had a couple of days back and to the discussion on the Resolution, together?

SHRI C. K. JAFFER SHARIFF: Yes.

THE DEPUTY CHAIRMAN: Okay. Fine. That is it. This point is clarified. You can begin, Mr. Lenka.

SHRI K. C. LENKA: Madam Deputy Chairman, I and my senior colleague, Jaffer Shariefji, are extremely happy and are extremely grateful to the hon. Members who have participated in the debate. We are immensely benefited by the very constructive criticism and useful suggestions.

Madam, the proposed hike in passenger fares and freight rates and also the withdrawal of exemption from freight increase given in the past in respect of foodgrains, sugar, diesel and oilcakes have attracted criticism. I would like to point out there that even after our efforts to reduce our operating expenses and augment our earnings through the action plans launched from year to year, some increase in passenger fares and freight rates have become inescapable due to a large number of reasons. Firstly, there is an all-round increase in the cost of inputs like petroleum products, steel, electricity tariff, additional dearness allowance, etc. (2) The appropriation of pension fund has increased from Rs. 1,200 crores in 1992-93 to Rs. 1,500 crores in 1993-94 (3) Appropriation of depreciation reserve fund will go up from Rs. 2,300 crores in 1992-93 to Rs. 2,400 crores in 1993-94.

The budgetary support has declined sharply; the hon. Members are aware of this fact. In the year 1992-93 an amount of Rs. 1935 crores was provided as the budgetary support as against which the budgetary support provided this year is only Rs. 960 crores. With this meager budgetary support it becomes necessary for the Railways to finance a substantial portion of their capital requirements from out of their internal resources. A capital Fund has been accordingly opened and the Railway Convention Committee has already approved of this Fund.

There is a loss of about Rs. 100 crores per annum due to lowering of the classification of certain categories of fertilisers. Madam, I would like to bring to the notice of the hon. Members that the Indian Railways have kept the size of the Annual Plan of 1993-94 at a modest figure of Rs. 6500 crores. I must also bring to the notice of the Members that more than 70 per cent of this Plan size has to be met from out of the internal resources. This has never happened in the past and this is the only single factor which has compelled the Indian Railway to increase the fares and freight rates.

Madam, I am conscious of the fact that the burden on the common man should be kept to the minimum as a result of any increase in fares and freight rates. I have attempted to do this in the following manner:

The exemption given in the past from freight increases in respect of 12 commodities has not been withdrawn. These commodities include kerosene, edible salt, edible oils, tea, fruits and vegetables, etc. I would also like to bring to the notice of the Members that while the Indian Railways have withdrawn exemption from freight increase given in the past in respect of 4 commodities, the issue price for foodgrains and sugar distributed through public distribution system is not going to be affected by this increase, as the General Exchequer will pick up the extra burden on this account.

There has been no increase, except some rounding off, in respect of passenger travelling by ordinary trains up to 100 kms. 80 per cent of the second class ordinary passengers travel up to a distance of 100 kms. and will thus not be affected by this proposed increase. The increase in the second class monthly season tickets for the distance slab of 1 to 50 kms. has been kept only at Rs. 5.

SHRI H. HANUMANTHAPPA: Mr. Minister, these things are already in the Budget. Would there be any change? You please tell us that.

SHRI K. C. LENKA: I am coming. (*Interruptions*). I am giving this example. I am explaining that since 80 per cent of the commuters... (*Interruptions*).

SHRI SATYA PRAKASH MALAVIYA: Are you prepared to withdraw the increases? (*Interruptions*).

SHRI JAGESH DESAI: Announce the concessions.

SHRI K. C. LENKA: What I want to say is, since 80 per cent of the commuters travel up to a distance of 50 kms. they will be affected only miniginally, as the incerase is only minimal. That is my point. Madam, Madam, while it may look, apparently that the proposed increase in [illegible] affect the interests of the common man, if the matter is viewed in proper perspective I feel that the interests of the common man would be better served if the railway infrastructure is maintained well and its carrying capacity augmented so as to assure economic development of the nation.

Madam, I am conscious of the fact that there will be less harsh criticism for any increase in the passenger fares and freight rates if some improvement takes place in the area of passenger amenities. I have stepped up the allocation for passenger amenities to Rs. 60 crores in the next year. We are also steadily increasing the computerization of reservations. By the end of 1993-94, more than 80 per cent of the reservations will be on computers. At present, passengers who die or get injured in train accidents only are entitled to get compensation. Indian Railways will now be launching an insurance scheme to cover incidence of death and injuries to ..*bona fide* passengers on account of terrorist attacks, dacoits, bomb blasts; etc. In a way the bona *fide* passengers, as soons as they enter the platform, get an insurance cover for personal safety.

THE DEPUTY CHAIRMAN: We have the Railways Appropriation Bill also.

SHRI K. C. LENKA: It includes.

THE DEPUTY CHAIRMAN: It can't because it has not been moved.

SHRI K. C. LENKA: Madam, it is only to be moved.

THE DEPUTY CHAIRMAN: You can't give a reply before the motion is moved. It will be out of order. So, you may confine your speech to the queries raised in the House by various Members regarding their constituencies. The allocations can come along with the Appropriation Bill...

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Madam, I beg to move:

That the Bill to authorise payment of cetarin sums from and out of.... ..

SHRI SUNDER SINGH BHANDARI: So, whatever he said before that should be expunged from the record! ...(*Interruptions*)...

THE DEPUTY CHAIRMAN: No, no, it can't be expunged. I have permitted him to make a speech as far as the Railway Ministry is concerned...(*Interruptions*)...

SHRI C. K. JAFFER SHARIEF: ..the Consolidated Fund of India..

THE DEPUTY CHAIRMAN: No, I can't give you permission to move it in the middle of his speech.... (*Interruptions*)... Please don't do it. I didn't call you; no, I didn't; I was only trying to tell the hon. Minister that there have been certain issues raised by the Members in this House regarding their constituencies in U.P., Madhya Pradesh...

SHRI P. UPENDRA Andhra Pradesh.

THE DEPUTY CHAIRMAN..... Andhra Pradesh or whatever State they belong to. Kindly answer those: Then we have to get the Appropriation Bill also passed. At that point of time you may talk about the money. I have not allowed you to move it just now. Let him finish we can't stop him to speak. I will call you when you can move it.

SHRI K. C. LENKA: Madam, I am coming to the points raised by hon. Members. As regards gauge conversion, the conversion of metre gauge and narrow gauge lines into broad gauge is bound to create conditions conducive to greater industrial growth, and the railway passengers will also benefit immensely as they will be able to travel faster and will be able to reach their destinations without transhipment en route. Madam, as you know, gauge conversion is being planned on route basis so as to open alternative routes for traffic and minimize congestion of the existing saturated routes. For instance, conversion of the Delhi-Jaipur-Ahmedabad metre gauge route into broad bauge will provide direct broad gauge connection from Delhi to Jaipur, Ajmer and Ahmedabad, relieving congestion on the Delhi-Baroda Rajdhani route. This route will also provide direct broad gauge connection between Porbandar, Okha, Kandla, Delhi and Bhatinda. The advantages of gauge conversion are immense and will eventually result in reducing the operating ratio of the railways. Madam, while for this year the Indian Railways will somehow be able to manage payments of the Indian Railway Finance Corporation through its curbs and through loans from the UTI etc., ways will have to be found to make the bonds more attractive so that at least next year there will be no difficulty in market-borrowing through bonds. I may mention that the Plan size of Rs. 6,500 crores for the next year provides for an amount of Rs. 900 crores by way of bonds. Another Rs. 400 crores will have to be raised by the Indian Railway Finance Corporation on behalf of the Konkan Railway Corporation. All possibilities are being explored to make the IRFC bonds more attractive. Regarding the finances of the Konkan Railways this thing has been raised.

SHRI JAGESH DESAI: The bonds are going to be a failure. (*Interruptions*)

SHRI HANUMANTHAPPA: The Railways will get it.

SHRI GOPALSINH G. SOLANKI: Madam, just a point only. He should reply to the points of the Members. ... (*Interruptions*)

SHRI K. C. LENKA: Madam, some Members have complained about the unhygienic conditions of the bed-rolls, the poor standard of the cleanliness of the coaches and the platforms, the non-availability of drinking water at the stations and the retiring rooms not being maintained properly. Madam, I assure the House that this is an area at which a lot more needs to be done. We have stepped up the allocation for passenger amenities to Rs. 60 crores during 1993-94. The existing monitoring mechanism will be reinforced to see that passengers are provided with requisite amenities and facilities. I would like to inform the House that thefts and vandalism are on the increase, and a lot of fit-

tings are being removed from the coaches, causing inconvenience to the passengers.

श्री सुन्दर सिंह भण्डारी: सेंट्रल गवर्नमेंट को कहें कि इस साल का वेव कर दें तब तक कुछ बचत होगी।

उपसभापति: आप उनकी गाड़ी चलने तो दीजिए.... (**व्यवधान**)

अगर आपको पूरी बात नहीं सुननी है तो मैं मंत्री जी से कहती हूं कि अब अपने स्टेशन पर रुक जाएं। .... (व्यवधान)

श्री विश्वजित पृथ्वीजित सिंह: उनकी गाड़ी में जितने डिब्बे हैं.... (**व्यवधान**)

SHRI K. C. LENKA: Madam, through you, I want to draw the attention of the hon. Members to this. Some hon. Members have made demands for introduction of new trains and more halts. I assure the House that we do our best to introduce as many passenger trains as are feasible and justified. Therefore, it is not possible to accede to each request due to operational resource constraints.

As regards halts, additional stoppages will cause considerable delays. Stoppage of mail and express train at Andheri will severely affect the running of the suburban trains during the peak hours.

SHRI VITHALBHAI M. PATEL: Constraint of resources?

SHRI K. C. LENKA: No, not resources. The running of the suburban trains will be severely affected during the peak hours if the express trains stop at Andheri.

SHRI JAGESH DESAI: If you have more coaches, the problem will be solved. You are not doing it. Instead of nine coaches, you should have twelve coaches. Then the suburban problem will be solved to a great extent. But you are not doing it. You have started it, but you are not interested in it.

SHRI H. HANUMANTHAPPA: You tell us what the problem is. Why can you not add three more coaches?

SHRI V. NARAYANASAMY: He should say something about modernisation of the railways.

SHRI VITHALBHAI M. PATEL: Madam, the reply should be to the point. The reply should be to the main points of the Members. He is not replying. He does not reply.

SHRI K. C. LENKA: I am coming to it... (*Interruptions*)

THE DEPUTY CHAIRMAN: Lenka Ji, it is already 6.30. Please reply to the points.

SHRI K. C. LENKA: Madam, some Members raised a point about late running of trains. I would like to assure the House that every possible effort is being made to run the trains on time. Punctuality has been accorded the highest priority. Efforts are being made by the Railways to improve catering on trains. A number of hon. Members raised points about the catering system on the trains. We intend to upgnade and modernise catering and cooking arrangements. Plans have also been made to provide intensive training to cooking and supervisory staff and also to induct trained cooks from the market to professionalise cooking in the departmental units. As a pilot project we are also examining the feasibility of supplying cooked food from reputed and professional caterers, as is being done by the Indian Airlines. The cooked food can be handled and distributed by the departmental staff. This measure would be an added dimension to improve the catering service to the public.

THE DEPUTY CHAIRMAN: Mantri Ji, you are talking about the food and good food to be supplied. If you don't finish your speech, you will have to supply food to our Members.

SHRI K. C. LENKA: We will be happy to do that. We can make arrangement in the evening.

SHRI H. HANUMANTHAPPA: Daily we are taking the railway food. What else are we eating?

THE DEPUTY CHAIRMAN: Now, let him finish, please. We also have a Statement and the Appropriation Bill.

SHRI K. C. LENKA: Madam, the Konkan Railway project was estimated to cost Rs. 1,043 crores at the 1989-90 prices. It would cost about Rs. 1,800 crores, if it is completed on time. This would include Rs. 200 crores by way of interest to be paid as a result of the market borrowings. While the Indian Railways have paid to the share and to the equity capital, an amount of Rs. 57.5 crores is still due from the State Governments. That was one of the reasons for the delay in the completion of the Konkan Railway line.

As I have alreday mentioned, there has been an alround increase in the cost of inputs like petroleum products, steel, electricity, tariffs etc. Besides this increase, pensionary liability is also being increased to the extent of Rs. 300 crores and an amount of Rs. 100 crores etc. has to be appropriated to the depreciation reserve. Despite all these factors, appreciating the feelings of the Members of the house, we have decided to drop the proposal to increase the fare on second-class ordinary seats by 10 per cent beyond 100 kilometres travel.

SHRI JAGESH DESAI: What about the suburban trains?

SHRI K. C. LENKA: There will be no increase in the existing fares for second-class ordinary seats. Except that between one kilometres and 10 kilometres slab, the fare will be Rs. 2 instead of Rs. 1.50 paise and between 11 kilometres and 15 kilometres slab, it will be Rs. 4 instead of Rs. 3.50

SHRI JAGESH DESAI: What about the suburban trains?

SHRI K. C. LENKA: On the suburban trains, mostly they are the commuters. And, this increase will not affect them also because still more concessions are given to them.

THE DEPUTY CHAIRMAN: This increase does not apply to the suburban railways. (*Interruptions*).

SHRI K. C. LENKA: I request my senior colleague to reply... (*Interruptions*).

THE DEPUTY CHAIRMAN: I just want to find out... (*Interruptions*).

SHRI VITHALRAO MADHAVRAO JADHAV: Madam, I want clarification only on one point. (*Interruptions*).

THE DEPUTY CHAIRMAN: Order, please. If you start the whole discussion on the Railways, it will be very difficult.

SHRI E. BALANANDAN: Kerala is part of India. That should be taken note of by the Railways. That is my submission.

DR. NAUNIHAL SINGH: There are cockroaches... (*Interruptions*) . . in the toilet and you have to dance in the toilet. If you go to the berth to sleep, they will ask your name. You cannot sleep. Kindly remove the cockroaches from trains.

THE DEPUTY CHAIRMAN: Hon. Members, please be quiet. Now, Mr. Lenka has replied. So, I will put the resolution which he had moved to vote now. Then, we will take up the Appropriation Bills and the Min-

ister can reply under the Appropriation Bills. I hope we do not have to start another discussion on the Appropriation Bills.

I shall now put the Resolution to vote.

The question is:

"That this House approves the recommendations made in paragraphs 42, 43, 45, 46, 47, 48, 49 and 50 contained the Third Report of Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was laid on the Table of the Rajya Sabha on 23-2-1993."

The motion was adopted.

THE DEPUTY CHAIRMAN: Mantri-ji, now, at this stage, I would like you to move your Appropriation Bills.

THE APPROPRIATION (RAILWAYS) BILL, 1993 AND THE APPROPRIATION (RAILWAYS) No. 2 Bill, 1993.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I beg to move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1993-94 for the purpose of Railways, as passed by the Lok Sabha, be taken into consideration."

I also beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1992-93 for the purpose of Railways, as passed by the Lok Sabha be taken into consideration."

The questions were proposed

SHRI JAGL... ...SAI (Maharashtra): Madam, I have only one question. I want clarification on one point. What about the season-ticket-holders in suburban trains for second class?

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): My point for clarification is this. The conversion project from Manmad up to Parbhani is under way. I am grateful to the hon. Minister...

THE DEPUTY CHAIRMAN: Make it short.

SHRI VITHALRAO MADHAVRAO JADHAV: It is very short. But, at the same time, I must complaint the Minister, for, he has completed the work from Manmad to Jalna. Now to complete the work from Jalna to Parbhani, the provision made is Rs. 55 crores. But, actually, to complete the work of that area, it requires Rs. 65 crores. The Minister has publicly stated in Aurangabad that within one year, this work would be completed. Unless he allocates Rs. 10 crores more to that project, it cannot be completed. So, I would like to know from the hon. Minister whether he is going to make provision for an additional Rs. 10 crores for the project to convert metre-gauge into broad-gauge from Jalna to Parbhani.

THE DEDUTY CHAIRMAN: All right. (*Interruptions*). You have had a chance to make your speech. I only permitted points. I have so many others to be called.

SHRI MENTAY PADMANABHAM: Madam, only one minute. (*Interruptions*).

SHRI VITHALRAO MADHAVRAO JADHAV: Madam, only one